MAY 11
Cambridge, Mass

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The schooner M. I. Wilcox has received her new spars, and will load coal at Lorain.

The tug Record made the run from Bay City to Cleveland with three barges in tow in fifty-two hours.

At the Globe Drydock since last report the A. Everett had her bottom recalked. The Superior went in yesterday to have her bottom recalked and to get a new shoe.

Captain G. M. Dennis, who arrived here last Friday, is having his schooner, Ishpeming, repaired. She will take on a new mizzenmast at Captain R. Greenhalgh's sparyard.

Mr. E. F. Borges, at the foot of Superior street hill, has letters addressed to his care, as follows: William Silk, 2, M. D. Mullen, John Wilde, Bill Nofiler, and Captain Wm. Deeg.

The Straits are open and the propeller Van Raalte has the prestige of being the first boat to make the passage. She left Cheboygan on Sunday, arrived at the Beavers Monday afternoon and at Harbor Springs on Tuesday morning.

Earl Bill, Esq., the commissioner to whom the petition of John W. Moore and others, owners of the barge H. B. Tuttle, her boats, tackle, apparel and furniture, for limitation of liability as such owners, was engaged all day Thursday last, in taking testimony of witnesses on behalf of the claimant.

A letter from Supt. Spaulding of the Ste. Marie canal, dated April 26, states that the ice on the river was not very thick and that if the warm weather continued navigation might open about May 6. The water is deep at present and boats may safely load to fourteen feet six inches.

The schooner Niagara, Captain J. Connor, arrived from Detroit on Sunday morning, with a cargo of 55,000 bushels of wheat for Gardner, Clark & York. This is the largest cargo of wheat ever brought into this port. The Niagara sailed Tuesday evening, light, for Green Bay, to load wheat for Buffalo.

The schooner Helena, under tow of the tug Gates, and the tug Charles Henry, with a line astern, Monday, struck the corner of the viaduct draw, which did not swing for a clear passage, on account, it is said, of a pile driver. The collision resulted in considerable damage to the Helena, and to the amount of $50 to the bridge. The Helena lost five or six shrouds of the top mast rigging, main mast cross trees and mizzen top mast One length of the iron railing of the swing was carried away, some of the heavy beams and the sidewalk at the corner of the draw torn up. The Helena takes on 1,500 tons of coal at the Cincinnati slip for Chicago at 70 cents.

Messrs. Presley, Arthur & Co., a new and reliable coal firm, with Mr. Thomas Axworthy as the "Co.," have taken the coal offices occupied by J. H. Beidler & Co., last season, below the Main street bridge. Their docks are at the foot of West River street, at Whisky Island, at the C. & P. railway slip, and at the government pier. They will make a specialty of coaling steamboats and tugs, day and night. This company also mine and ship coal and deal extensively in Lackawanna and anthracite coal. We believe the new firm will have a full measure of business, both in steam and domestic coal.

The new iron tug Record completed her first round trip Tuesday, returning here with the three barges Fostoria, B. M. Baker, and Matilda, all lumber laden from Saginaw. She makes therefore the record of having left here in the early morning of Monday, April 27, with two vessels in tow, made the trip to Saginaw, and returned to Cleveland with the three craft above named in little more then eight days. This is good time, considering the delays always incident to a first voyage with the season just opening, ice still on Lake Huron, and a large proportion of bad weather otherwise. No doubt Captain William Bates, who sails her, is, all things considered, well satisfied with his success thus far.—*Leader.*

The steamer Saginaw Valley which arrived at Captain J. H. Bretts dock ahead of card time, left Tuesday evening with package freight for Saginaw. She has received some repairs during the past winter and her refitting includes new carpets and furniture, and the state rooms have been fitted up in the most tasty and comfortable style, and, with fresh paint without and within, she makes a very fine appearance. She is officered this season as follows: Captain William Roach, last season on the Sanilac, master; Mr. Hugh Phillips, mate; Mr. Ed. Loflin, second mate: Mr. William Gevin, engineer; Mr. John Marron, clerk, and Mr. John R. Keen, steward. The Sanilac of this line will be here ready to leave for the first time one week from Friday.

BUFFALO.

Special to the Marine Record.

The schooner Redwing took on a full load of railroad iron at the Tifft farm docks for Duluth. Captain Thomas Wilson's boats will load about 1200 tons there, also for Duluth.

John Smith, engineer of the steamer George T. Hope, has arrived and is getting his machinery in shape for the season's work.

The schooner Ironton is getting a new fore and main mast at the Union shipyard.

Ice is constantly moving down the Niagara, but the westerly winds add no great amount to that off this port, so that it will soon be disposed of.

The lake underwriters are holding rates very stiff, and owners do not now expect any cutting.

The cargo of the propeller City of Rome, which was stored during the winter, was taken out at Tifft elevator and overrun forty-six bushels. So much grain has been used here this winter that grain has been taken out of all canal boats here, and by next week there will not be a bushel afloat at this port. Opening canal rates are: Wheat, 5c.; corn, 4½c.; oats, 3¼c.

The first departures of the season for Lake Michigan were the steamer John B. Lyon and consort J. M. Hutchinson, with 2,000 and 1,900 tons of coal respectively.

The Toledo, placed in the Green Bay and Buffalo line, will not leave until Thursday.

It is thought that coal shippers will not take tonnage until the Chicago and Milwaukee fleets arrive, when they hope to break the rate for carrying, and that owners will take 50 cents, which has been offered but not accepted.

The Buffalo waterworks inlet pier, on the east side of the channel at the head of the narrows of the Niagara river, and 1⅞ miles below the Horseshoe reef lighthouse is marked at night by a red light 22 feet above the water. One and a half miles below the inlet pier, the river is spanned by the International bridge, the draw of which is marked at night by a stationary red light on each end of the draw piers, low down on the free end of each protection pier, and on each side of the pivot pier where it is crossed by the axis of the bridge. Three square lanterns, each 15 feet above the top of the draw span mark its ends and middle, and show red up and down stream when the draw is closed, but when the draw is open the lanterns, show three green lights in line up and down stream, with the stationary low red lights marking the width of the openings.

A compromise was made on Saturday between coal shippers and carriers, and the rate to Chicago was fixed at sixty cents. The steamers V. H. Ketchum, M. M. Drake, C. J. Kershaw and Wallula were chartered for Chicago, and the schooners Saveland, F. M. Knapp, F. C. Leighton for Milwaukee, The same figures will be given to the steamer J. B. Lyon, schooner J. M. Hutchinson, steamers R. A. Packer, and several Anchor line propellers which had loaded at "going rate."

Applicants for hull insurance are coming in, say the local underwriters, and everything is placed at tariff rates. J.

ESCANABA.

Social to the Marine Record.

The ice went out south of lighthouse May 1, and as far as the eye can reach, south or east, no ice in sight; but Little Bay du Noquette is yet a solid field of thick ice, but liable to move out into Green Bay and Lake Michigan any hour.

A strong wind from the north shoved the ice to a great height on the south shore of Little Bay, in front of the city, especially between the Merchant Dock and the lighthouse, on the evening of May 1st.

I think, providing the passage through the Straits of Makinaw is free, vessels from Lake Erie ports; Detroit, etc., could, by the time this reaches you, sail without hindrance into this port.

We expect a boat from Chicago and Milwaukee to-morrow.

The Chicago & Northwestern Railway Company has the ore docks ready for business, and commenced shipments of ore from the Marquette and Monominee mines.

The Minnie M., running last year between Escanaba and Fayette (daily trips) has been transferred to the Soo and Point St. Ignatz route, and arrived at Manistique last Tuesday from Chicago. She is making now a second round trip. By that time the passage will be clear, and she will assume her assigned route.

The Lady Washington will make daily trips between Escanaba and Fayette.

E. G.

OSWEGO.

Special to the Marine Record.

Marine news has apparently been struck with a club around here. Ice as far as the eye can see and apparently as solid as at any time in blizzard season. There is one sail in sight, stuck in the ice, and a steambarge reported to be.

All the Oswego fleet are getting ready slowly. They do not appear to be in a hurry to make their fortune this summer, and they all appear to be tarred with the same brush. The steambarge Montpagle is all ready to make a start with her tow when the ice melts. The Kingsford is also painted up and ready, and one tug, going to Charlotte, is ready. Almost all the fleet is doing a little painting and calking.

The Senator Blood is doing considerable repairing, has got her spar in, and will go into dock to fasten futtocks, put in and calk bottom. When she comes out she will be in first class shape for business.

The Hartford lies at the Goble shipyard, calking and doing necessary repairs.

The schooner Typo lies at the pier, and looks as forlorn as her namesake would the next morning after pay night. The Captain has arrived to fit out the barge Autonto.

There was a small tug launched on the other side of the river, and by some miscalculation rolled over and sunk.

There has been nothing done in the way of freights yet, but expect the coming week to see something done. G.

PORT COLBORNE.

It has been officially announced that navigation would be opened in the Welland canal May 7. The ice has all disappeared from this port.

The first arrival of the season came in here at 7 p. m. Friday evening, the steambarge Tecumseh, bound from Toledo to Kingston, with timber. She left Toledo at 2. p. m. Thursday, and with the exception of a few straggling pieces of ice had a clear run. Captain Menson, her master, says a sail vessel could come down this lake and make this port without any trouble.

BAY CITY.

Special to the Marine Record.

The tug Record of Cleveland, with the barges Wyoming and Wolverine, were the first to arrive in this port from below.

The tug Challenge has gone into commission.

The following propellers and their tows have gone out: Jas. P. Donaldson and consorts Nellie Mason and Brightie; propeller D. F. Rose, Boscobel, and Marine City; tug Music; barges Favorite, Roscius, and Taylor; propeller Thos. S. Christy, and barges Wyandotte, Sweepstakes, and B. W. Jenness; propeller Benton; barges A. W. Wright, Ketchem, and J. S. Austin; propeller Porter Chamberlain, and barges Corning, Bliss, and Cahoon.

The propeller Oswegatchie is loading for Tonawanda.

James Davidson's new schooner is to be launched the first of next week.

The propeller Porter Chamberlain received a new smoke stack at the Industrial Works on Friday.

The tug Natt Stickney is now engaged in towing dump scows from the dredges to the Bay. Captain Fuller expects to take a tow to Ohio ports before long.

The new fishing tug Beebe is the best craft of her kind that comes in here.

The can buoy and stakes were put in position on Wednesday last.

Jas. Gordon, the gentlemanly vessel broker and owner, is doing a rushing business just now in the way of charters.

The propeller St. John will be ready for business in about ten days. She will go in the stone trade.

Engineer Muhle, of Detroit, is in the city looking after the government work being done in the river. The contract for dredging the upper Saginaw expires in September; the mouth of the river in August.

The work of raising frames for the new steambarge being built at Wheeler & Company's yard, is rapidly progressing.

All the mills on the river, with one or two exceptions, are now running.

The steam yacht Bessie M. had an excursion party from Saginaw to this city on Tuesday last.

The tug Effie L., of Alpena, has been at the industrial works, for the last four days, repairing her machinery.

The tug G. B. Dickson caught her bulwarks in the flukes of the barge Vanatta's anchor, the other day, tearing off one side for about ten feet.

The propeller Oswegatchie will tow the barges E. F. Gould, Norris, J. E. Sparrow, Lizzie P. Betts, and C. L. Hutchinson this trip.

The propeller Cleveland and barges came in the river yesterday, and will load for the Sturtevant Lumber Company at Cleveland.

The barge Nelson, of the tug Music's tow, that left the river Saturday night, got aground just outside, and was run into by a barge behind her. She was towed to Bay City, patched up, and proceeded on her journey to Buffalo.

The Dewitt C. Brown has been busy with the tug Avery for the past two days, placing the can-buoy and stakes at the entrance to the river.

The propeller Bay City left for Tawas, to load lumber. SHAW.

CLAYTON.

Special to the Marine Record.

The steam yacht Siesta, belonging to H. H. Warner of Rochester, N. Y., was painted and launched on Saturday. She will be taken to Alexandria Bay and new spars will be put in and there she will get her fitout. The owner intends to make a trip around the lakes this summer.

Captain B. C. Calhoon has left for Cleveland to fitout his schooner Montana, Captain Calhoon the two past seasons has sailed the Reindeer. B.

Vesselmen

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MARITIME LAW.

BOTTOMRY BOND—MASTER APPEARING AS PART OWNER—REPAIRS AND SUPPLIES.

Circuit Court, S. D. New York. March 26, 1885.

Admiralty appeal.

Wallace, J.

In October, 1877, the bark Archer sailed from Bremerhaven, bound for New York, but met with disaster and put back to Bremerhaven for repairs, reaching that port November 1st. Crossman the master of the bark, applied to Meiners, who represented the late firm of F. Roters & Co., for assistance. Roters & Co. had been the consignees of the ship on former occasions. Crossman told Meiners that he could draw on New York for the disbursements, and Meiners told him that would be satisfactory, and to go on with the repairs. Crossman had surveys made and the repairs were proceeded with, and bills were sent to Meiners, who paid them, but after having paid some of the bills Meiners insisted upon a bottomry bond as a security for the advances made and to be made. Crossman demurred, but finally consented, and the bottomry bond on which the suit is brought was executed. The bond was given to and Addicks, but in fact Meiners was jointly interested in it with Addicks. It was conditioned for the payment of 21,371 marks, with 20 per cent. premium.

The important question in the case is whether Meiners and Addicks relied upon the authority of Crossman, as owner, in executing the bond, or whether they dealt with him as master only. Crossman had no beneficial interest in the ship. He had executed two mortgages, one covering three-fourths of the ship, which became due July 1, 1877, for $3,000, and had not been paid, and another not then due, covering the whole ship, for $7,000. These mortgages were held by the claimant, Harrison, and exceeded in amount the value of the ship. Harrison, however, had allowed Crossman to continue in possession after default in the $3,000 mortgage under a register and ship's papers which represented him as sole owner. Although the legal title to three fourths of the ship was in Harrison after default took place in the payment of the $3 000, and although Crossman had not substantial interest in the other fourth, if Meiners and Addicks treated with him upon the faith of his apparent title, the decree of the district court should be affirmed. If, however, they understood that he had only a naked legal title, and did not assume to contract as owner, but only as master, different considerations arise.

The proofs warrant the conclusion that Crossman, after putting back to Bremerhaven, put himself in communication by mail with Harrison, and informed Meiners of the fact, and when he received a cablegram from Harrison authorizing him to draw on New York, at 60 days, for necessary funds, handed it to Meiners, that Meiners satisfied himself by telegram of Harrison's responsibility, and was aware that he was the person whom Crossman assumed to represent in ordering the repairs; that Meiners intended, until about the seventeenth of December, to make the advances necessary on the credit of Crossman's drafts on Harrison, but then conceived the scheme of making a profit out of the transaction by means of bottomry. Influenced by this motive he insisted upon a bottomry bond, and induced Addicks to co-operate, concealing from Crossman the fact that he had any interest in the bottomry except to the amount of his advances. Addicks offered to advance the necessary funds, and to overcome Crossman's objections to giving a bond with 20 per cent premium, proposed to make the interest 25 or 30 per cent., and give the difference to Crossman. After the bond was executed, Meiners gave Crossman 400 marks as coming from Addicks as a commission or gratuity. The district judge, in his opinion, states that he could not doubt that Harrison "was known to Meiners and Addicks at the time of the negotiation for the bond, to be in the position of beneficial owner, though not the legal owner." It seems equally clear that neither of them supposed that Crossman intended to contract as an owner, pledging his own ship, but understood that he was acting as a master who was obliged to make the best terms he could under the circumstances, and who could be induced to consent to bottomry by the payment of a commission. Quite conclusive evidence of this is found in circumstance that in the recitals of the bond Crossman is represented as the master of the ship, and not as the owner.

It was held by the learned district judge that Crossman, as master, had no authority to execute the bottomry bond, but that the bond was valid because he was the legal owner at the time of executing it. The master can make a bottomry bond only abroad and from necessity. He has no power to do so if the owner can be consulted, or if he can borrow the money on the personal credit of the owner. Communication was practicable here, both by mail and by telegraph; yet Crossman did not consult with Harrison further than to ascertain that the latter was willing to provide the necessary funds. The court below was clearly right in deciding that the bond could not be upheld as a valid contract of the master.

The learned district judge seems to have considered Crossman to be the owner because he appeared to be such on the ship's register, and Harrison was only a mortgagee. But Crossman had the title to but one-fourth of the vessel after default had been made in the $3,000 mortgage (Brown v. Bement, 8 Johns. 76; Butler v. Miller, 1 N. Y. 496; Burdick v. McVanner, 2 Denio, 170,) and the ship's register was at best but *prima facie* evidence of Crossman's title as owner. Myers v. Willis, 17 C. B. 77; S. C. 18 C. B. 886; Hibbs v. Ross, L. R. 1 Q. B. 534; Morgan's Assignees v. Shinn, 15 Wall. 105; Blanchard v. Fearing, 1 Allen, 118.

Undoubtedly, by allowing Crossman to remain in possession of the ship and proceed on a voyage with his name in her register as owner, after Harrison's title to three-fourths had accurred, the latter authorized third parties to rely upon Crossman's apparent title as owner, and would be estopped from asserting his own rights as owner against any persons who might contract upon the faith of Crossman's title. But Meiners and Addicks had full notice that Harrison was the beneficial and therefore the equitable owner, and they understood that Crossman was not assuming to act in behalf of any interest or title of his own, but only as master; or in other words, as an agent for an owner. No estoppel can arise in their favor. Their position is no different than it would be if they were asserting their bond against an ordinary owner, who had the legal title to the ship at the time of the bottomry. If the bottomry would not have been good against an ordinary owner, it is not good against one who occupied the relation of owner in the transaction within the contemplation of all the parties. Upon the equitable principles which prevail in courts of admiralty, the lien of the bond must be deemed subordinate to the rights of Harrison.

To the extent that Crossman, as master, had authority to represent Harrison as owner, and subject the ship to liens for necessary repairs and supplies, the bonds should be sustained and the libelants be deemed subrogated to the liens. In the language of Story J., in The Packet, 3 Mason, 255, 260, "It is not here as in courts of common law that the bond must be good in whole or not at all. So far as the money was properly advanced, it may be held to give a valid lien, and be dismissed as to the rest." The district court disallowed the premium upon the bond, but decreed for the principal with ordinary interests. It appears that the repairs, to a considerable extent, were in excess of the necessities of the ship, one item being the entire new coppering of the ship. The bond can only be allowed to stand for such supplies and repairs as a master could properly order.

The decree of the district court must be reversed, with costs of the appeal, and a decree is ordered for the libelant for such sum as may be found due by a commissioner, to whom it is referred, to ascertain and report the amount due.

FOG SIGNALS FOR TOWING BOATS.

Treasury Department,
Office of the Supervising-Inspector-General of Steam-Vessels,
Washington, D. C., March 26, '85.

The attention of owners, agents, masters, and pilots of steam vessels employed on navigable waters of the United States (except upon the Red river of the north and rivers whose waters flow into the Gulf of Mexico is directed to the following rule, amended by the board of supervising inspectors at its meeting in January and February, 1885, regulating fog signals for steamers engaged in towing. The rule, having received the approval of the Secretary of the Treasury, has all the force of law, a penalty of $500, attaching to any steam vessel violating the same. (Sections 4499 and 4500, Revised Statutes.)

Supervising inspectors will direct the local boards of inspectors in districts in which the rule applies to furnish a copy of this circular to each master and pilot of steam vessels in their local districts, making requisition upon the department for the number of copies required.

JAMES A. DUMONT,
Supervising Inspector-General.

RULE.

All steam vessels, except upon the Red river of the north and rivers whose waters flow into the Gulf of Mexico, when engaged in towing during fog or thick weather, shall sound three distinct blasts of their steam whistles in quick succession, repeating at intervals not exceeding one minute.

Approved February 18 1885.

H. MCCULLOCH, Secretary.

A FULL CHAPTER OF APPOINTMENTS.

Special Correspondence of the Marine Record.

EAST SAGINAW, April 27.

The following is a complete list of the tugs, yachts, propellers, and barges lying at this port, and their master:

LAKE BARGES.

Fostoria, Captain J. Hotherath; Norway, Captain Frank Slade; Seminole, Captain John Fink; B M. Barker, Captain John M. Price; Matilda, Captain W. B. Crebbes; Golden Harvest, Captain James Hathaway; Sunbury, Captain Zach Lapham; D. H. Keys, Captain James Hall; G. D. Norris, Captain Peter Smith; H. W. Hoag, Captain Harvey Tucker; Lizzie P. Betts, Captain William Paterson; Theo Perry, Captain Arthur Jerome; A. T. Bliss, Captain C. D. Van Norman; T. H. Cahoon, Captain Peter Edger; Ida Corning, Captain M J. Rogers; Dolphin, Captain G. Johnson; Iosco, not appointed; Harvest, Captain Moiles; Dorcas Pendel, Captain Henry Pendel; Star of the North, Captain Harry May; J. E. Sparrow, Captain James Donelly; E. F. Gould, Captain Ed Donelly; Mary Birckhead, Captain John N. Stewart; J. R. Gibbs, Captain Wm. Kennedy; Martini, Captain L F. Hunt; E. L. Hutchinson, not arrived; Sylvia Morton, not appointed.

TUGS.

Robert Boyd, Captain Frank Pearson, Engineer J. Wyckoff; Tom Dowling, Captain John Moiles, Engineer George Moiles; Daisy Lee, Captain Geo. Felcher, Engineer Henry Felcher; Anna, Captain Joe Jones, Enginer Wm. Norton; Tom Maytham, Caytain Fred Barclay, Engineer John Davis; Standard, Captain James Bell, Engineer Jacob Oscar; Mildred, Captain Porter Stewart, Engineer Bob Medler; W. S. Calkin, captain and engineer not appointed; R. J. Cram, captain and engineer not appointed; Nat Stickney, Captain Eugene Corbyn, Engineer Wm. Logan; Edwin Eddy, captain and engineer not appointed; Jesse P. Logie, Captain Charles Morgan, engineer not appointed; Robert Wideman, Captain J. C. DeVanney, Engineer John Fettock; James Hay, Captain Fred Benson, Engineer Lee Simpkins; Little Giant, Captain Frank Allen, Engineer Charles Deihl; C. M. Farrier, Captain Wm. Armstrong, Engineer Henry Hudson; Florence, Captain Chrles Burnham, engineer not appointed.

PROPELLERS.

P. Chamberlain, Captain H. W. Robertson; First Mate, Wm. Balfour; Engineer, William Stone. Oswegatche, Captain E. Saht; Engineer, Wm. B. Phillips. Wm. Rudolph, Captain George Ryan; Engineer, Wm. Lamb.

SIDEWHEEL STEAMERS.

W. R. Burt, Captain Robert Medler; Clerk Mike Mohar, Engineer Athony Ryan. L. S. Mason, Captain John Rogers; Clerk John Brown, Engineer Joe Nichols.

STEAM YACHTS.

David Sutton, Captain George Little; engineer, Frank Bassett. Pilgrim, Captain Arthur Barnard; engineer, Pinky Peck. C. P. Fish, Captain Charles Fish; engineer, F. L. P. Fish. Hattie Brown, Captain Charlie Pickwick; engineer, Jacob Studdering. Bessie M., Captain Harry Shaw; engineer and owner, Will J. Merrill. C. B. Hull, Captain Benjamin Burrows; engineer, John Bushead. Laura M. Captain Charles Vahle; engineer not appointed. Mary Bell, Captain G. Jerome; engineer not appointed.

SHAW.

THE MILWAUKEE FFEET.

Special Correspondence Marine Record.

MILWAUKEE, April, 27.

Appointments to the Milwaukee tonnage have been made as follows:

R. P. FITZGERALD AND CO.

Steambarges, D. Ballentine, Captain Marion Tinney; W. H. Barnum, Captain W. B. McGregor; C. J. Kershaw, Captain F. D. Chamberlain; Nahant, Captain M. Fitzgerald.

Schooners, Northwest, Captain Edward Jones; Porter, Captain Duncan Stalker; Marengo, Captain Dennis Roace; Joseph Paige, Captain W. R. Williams; Angus Smith, Captain L. S. Boych; J. B. Merrill, Captain J. H. Colman; Itasca, Captain Hawly M. Boyce. Captain Washington Boyce, last season in the Itasca, has retired, and is succeded by his nephew.

INTER OCEAN TRANTPORTATION COMPANY.

Steambarges, Massachusetts, Captain Tim Kelley; Merrimac, Captain J. E. Yox; Minnesota, Captain Robert Allison; Monohansett, Captain H. W. Thomson; Massasoit, Captain Warren L. Shields; Metacomet, Captain H. L. Luftus. The vacancies caused by the death of Captain W. T. Spencer of the Massachusetts, and Captain Sam Edson of the Metacomet, caused two new appointments in the fleet. Captain Thomson, last season in the steambarge Lewis Pahlow, and Captain Luftus, last season mate of the Merrimac. Captain Kelley was promoted from the Monohansett to the Massachsetts.

MENOMINEE MINING COMPANY.

Steambarges, Progress, Captain L. B. Goldsmith; D. W. Rust, Captain R. J. Cowley.

Barges, D. K. Clint, Captain Harry Clement; L. C. Butts, Captain Joseph Hendricks.

WOLF AND DAVIDSON.

Steambarge Jim Sheriffs, Captain Wm. Chamberlain.

Schooners, James Mowatt, Captain D. P. Crain; Waukesha, Captain Julius Hagen; Pewaukee, Captain Peter Anderson. Captain Cazalis, last season in the Pewaukee, has retired. His successor, Captain Anderson, was formerly in the wrecking tug Leviathan. Captain O. E. Kirtland will sail the Leviathan.

MISCELLANEOUS.

Captain Dennis Sullivan remains in the schooner Moonlight; Captain Lew Vance in the schooner David Vance; Captain Z. Saveland in the schooner Saveland; Captain William Lund in the schooner John Schuette; Captain James Calbeck in the schooner Pathfinder.

Captain A. E. Johnson, last season in the steambarge G. T. Burroughs, will go in the new steambarge Sadie Chipman, and will be succeeded on the Burroughs by Captain Herbert Blend.

Captain Henry Berinson will sail H. J. Pauly's new steambarge Thompson Kingsford, to be brought here from Oswego.

Captain John McCoy will succeed Captain Henry Thompson in the steambarge Lewis Pahlow, and Captain Albert Gibbs will remain in the steambarge G. C. Markham.

LITERARY NOTES.

The May number of Harper's Magazine opens with a beautiful suggestion of spring in its frontispiece, entitled "Spring Blossoms," from a drawing by Howard Pyle. There is a fuller intimation of the bright season in the fine full page illustration by Alfred Parsons of Wordsworth's sonnet, "Admonition" Prompted by the same impulse—the artist's love of nature—is "A Witch-hazel Copse," by William Hamilton Gibson, a very interesting paper, beautifully illustrated by the author.

Birge Harrison, the well known artist, contributes "Espanola and its Environs," with several striking illustrations of life and scenery in New Mexico, and the other features are very attractive, including the second installment of the Baltic Sketches, and several stories of sustained interest.

THE MAY CENTURY —For special reasons, in the May Century, more space than usual is devoted to the War Series, and sixteen pages are added to the regular number, 160, in order that other subjects of public importance should not be slighted. Of superior interest is General Adam Badeau's anecdotal paper on "General Grant" as a soldier. General Badeau's article covers the whole period of General Grant's military experience, from his brilliant services in the Mexican war to the surrender of Lee at Appomattox, concluding with an interesting analysis of General Grant's soldierly characteristics.

The frontispiece of the number is a striking portrait of General McClellan, engraved from a photograph taken especially for this purpose. General McClellan contributes a graphic account of "The Peninsular Campaign," and makes special reference to his official and personal relations with Secretary Stanton and President Lincoln.

The rescue of "Greely at Cape Sabine" is the subject of a note worthy paper by Ensign Charles H. Harlow, of the rescue ship Thetis. He describes the exciting events of the rescue, and incidents in the life of the party at Cape Sabine, as related to him at the time of the rescue. A plan of Cape Sabine, a facsimile of one page of "The Arctic Moon," the newspaper printed for amusement at Fort Conger, and maps, accompany the article.

ST. NICHOLAS FOR MAY opens with an amusing story by Frank R. Stockton, entitled "The Tricycle of the Future," with strikingly descriptive illustrations by E. B. Bensel. E. P. Roe, in his farm serial, "Driven Back to Eden," tells of the tasks and pleasures of springtime. J. T. Trowbridge's story, "His One Fault," and "Among the Law-makers" have entertaining installments. In addition to the foregoing and a great deal else that is interesting, beautiful, and instructive, are another "Brownie" poem, a long Persian legend put into verse by H. H. (Helen Jackson), and some bright jingles by Laura E. Richards, with several full-page illustrations by Reginald B. Birch.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, April 28, 1885.

To the Editor of the Marine Record:

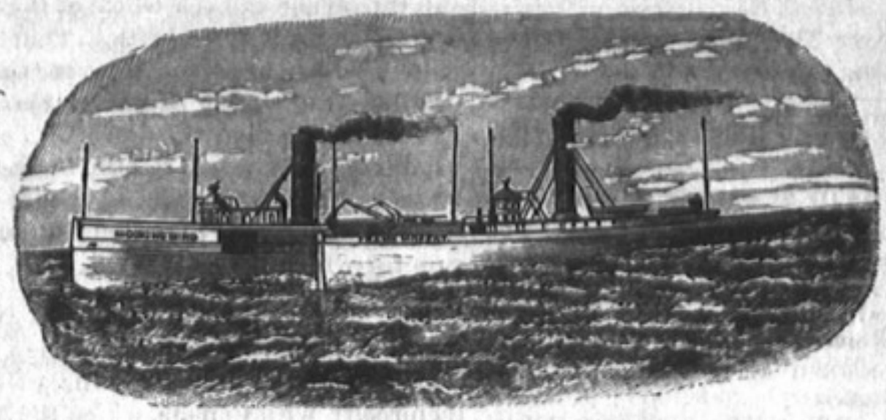
Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 21, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage Gross.	Tonnage Net	Home Port.
			SAIL VESSELS.			
106,350	....	Sl.	Annie P.,	8 23	7 82	Lawrence, N. Y.
126,285	....	Sc.	Commodore.	20 94	19.89	Baltimore, Md.
157,143	....	Sc.	D. N. Reynolds,	22.05	20 99	Jacksonville, Fla.
135,833	....	Sc.	Eleanor,	421 46	400 39	Tonawanda, N. Y.
135 834	....	Sc.	Emma,	44 41	42 19	San Francisco, Cal.
85,881	....	Sc	G. H. Fields,	9 04	8.59	Oxford, Md.
140,769	....	Sc.	Lizzie Merrill,	62 14	59 04	San Francisco, Cal.
91,754	K C W T	Sc	Minnie H. Smithers,	137 02	130 17	Baltimore, Md.
91,755	....	Sl.	Mary V Marion,	5 91	5 91	Bay Center, Oregon.
91,756	K D B F	Sc.	Mary A Trundy,	425.92	404 63	New York, N. Y.
110,668	K C W V	Sc.	Rebecca F. Lamdin,	464.32	441 10	Perry, Me.
16,042	....	Sc.	Starlight,	9 51	9.04	Blackwater, Del.
			STEAM VESSELS.			
85,880	....	St. s.	George W. Dohnert,	89 39	44 70	Philadelphia, Pa.
76,567	....	St. s.	J Kilderhouse,	43 29	21 64	Buffalo, N Y.
76,568	....	St s	J. G Blaine	82 20	55.76	Toledo, Ohio.
76,569	....	St p	Josie L. K.,	22 75	14 50	Omaha, Neb.
110,667	....	St. s	Record,	50 72	20 23	Cleveland, Ohio
			UNRIGG'D VESSELS			
37,508	....	Barge	Float No. 1,	.....	592 93	Philadelphia, Pa.
48,551	....	Barge	Lambton	131 77	125.19	Detroit, Mich.

JARVIS PATTEN, Commissioner.

MOFFAT TUG LINE.

TUGS. MOCKING BIRD, JOHN MARTIN, FRANK MOFFAT,



TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let,

JOHN CORNWALL, Supt., Port Huron, Mich.

A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

PENFIELD BLOCK CO.,

Lockport, N. Y.

"Anchor" Snatch Block, No 511.

ANCHOR BRAND TACKLE BLOCKS,

Stove and Warehouse Trucks,

ALL STEEL ROLLER BUSHING,

Phosphor Bronze Self-Lubricating Bushings.

GOODS FOR SALE BY PROMINENT DEALERS EVERYWHERE.

Ask for Anchor Brand Blocks.

Illustrated Catalogue and Price List Mailed on Application.

Single Inside Iron Strapped, No. 7

3. C. SLATE

OUR CONCERT

Saturday night was a delightful success. Hundreds of men and women congregated in and around our stores to enjoy it. It was so universally appreciated that we have concluded to give free concerts every Saturday evening during the Summer, weather permitting.

OUR PRICES.

For fine Spring Clothing are the wonder of everybody. MEN'S SUITS FROM $3.25 to $30.

We have the newest styles and the best goods at all prices. This is too well known to need repetition.

OUR SPRING OVERCOATS are marvels of beauty and style, and our prices are lower than the lowest.

IN BOYS' AND CHILDREN'S Clothing we lead any concern in the State, and we really do the trade of the town.

IN BOOTS AND SHOES we have an entirely new and well selected stock, and we undersell the market in all grades. For instance, we sell MEN'S HAND-SEWED SHOES for $1.50.

☞The great sale of WORSTED SUITS in frocks, sacks and four-button cutaways still goes merrily on. YOU CAN SAVE FROM $6 to $8 a SUIT by buying now.

C C C

KINGS OF CLOTHIERS.

NOS. 120, 122 & 124,

ONTARIO ST.

MADISON HOUSE, DETROIT,

The Captains' Favorite Hotel--Rates $1.50 Per Day.

Convenient to all Places of Business and Amusement.

GIVE IT A TRIAL.

E. W DONOVAN, Proprietor.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland, Ohio

FOR SALE,

New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new

Barge for Sale.

Capacity 260,000 to 280,000 on 9 feet of water. Three years ago $3,600 was laid out on her, and some repairs, amounting to over $1,000 since. She can be bought very reasonable. Address

WARNER & BECKER,
Room 10, Arcade Building, St. Clair St., Cleveland, Ohio.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 109 Water Street. Telephone 118.

WIN more money than at anything else by taking an agency for the best selling book out. Beginners succeed grandly. None fail. Terms free. HALLETT BOOK CO., Portland, Maine

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MANAGING OWNER

Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

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H. J. WEBB & CO., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

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Vessel Owners & Agents,

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No. 101 St. Clair Street, Room 15.
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Commercial Broker and Vessel Agent,

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ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen. Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

HENRY BROCK,

Vessel Agent.

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CHEVELAND, OHIO.

MARINE INSURANCE AGENTS.

W. B. SCOTT & SON,

Fire and Marine Insurance Agents and Vessel Brokers.

Telephone, No. 18.

Office, 130 South Water-St., Cleveland, O.

PROCTORS IN ADMIRALTY.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

J. A. OSBORNE,

Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
.....	A. M. 7 50	Chicago	7 50 .....
.....	9 50	Valparaiso	5 42 .....
.....	P. M. 1 50	Fort Wayne	2 16 .....
.....	2 05	New Haven	1 35 .....
.....	3 48	Leipsic	A. M. 11 36 .....
.....	4 46	Arcadia	10 35 .....
A. M. 6 50	5 00	Fostoria	10 22 P. M 8 50
7 35	5 45	Green Springs	9 44 8 05
8 15	6 20	Bellevue	9 20 7 40
10 45	9 02	AR Cleveland Lv	6 45 4 51
11 55	.....	Painesville	..... 3 34
P. M. 12 44	.....	Ashtabula	..... 2 43
1 14	.....	Conneaut	..... 2 13
2 33	.....	Erie	..... 12 50
4 09	.....	Dunkirk	..... A. M. 11 16
5 45	.....	AR Buffalo Lv.	..... A. M. 9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m, 9:10 a. m, 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C. L. & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

BEE LINE.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office.

The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan stree Swing Bridge.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

MANISTEE, MICH.—J. E. Somerville.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MAY 7.

INSURANCE.

During the past few weeks much comment has been advanced regarding the hull tariff as made up and adopted by the insurance pool, and many rumors current as to the liklihood of its being rigidly adhered to. In this respect the question has been definetely settled since the advent of May, and the probability that the straits will now admit of the passage of steam craft, and venturesome sailing vessels. Owners of a single vessel, without a reserve fund fund of great amount are not prepared to defy the elements and the insurance companies at the same time, and are now rapidly covering their property at pool rates, although they feel, more or less acutely, as their vessels class A1 or B1, that they are, as it were, preparing to work this season for the insurance companies, with the chances in favor of still owning their vessel at the close of the season or the value thereof, if they do not realize for their own use a sum equal to one-half that which they pay into the pool. The rate adopted on B1 sailing vessels, 13 per cent, evidences the fact that the companies do not care to cover them; or, in other words, to cause owners of that class of vessels to hesitate before taking out policies, with the hope that a number of them will endeavor to make the season without insurance, and is a discrimination contrary to equity and common sense. As a general rule the class of vessels referred to are well officered and managed, and, excepting the early spring when the lakes are covered with floating ice and during the late fall, when stiff gales prevail, they do not carry greater risks than steam propelled vessels. In order to justify this discrimination a suspicion has been advanced reflecting on the honesty of the master to do everything in his power to save his vessel if she is well insured. This, it appears to us, is the weakest fallacy and does not contain the usual grain of common sense, when we consider that the companies will not refuse to insure these B1 vessels if the owners are willing to pay the tariff, inasmuch as it provides a cause for their theory of carelessness on the part of the master, that of piling up an insurance precentage which, after strenuous effort, the owner finds himself totally unable to meet. There is not one master in a thousand who is willing to sacrifice his reputation and murder his conscience by carelessly or purposely loosing his ship in order to obtain the insurance money. And this one would not have the courage to do it as he must at the same time risk his own and the lives of his crew. And more especially should he be absolved from suspicion as there is a law in this country imposing the death penalty on a master who purposely wrecks his own vessel, although it has never yet been enforced. It will be seen therefore that no sane vessel owner would contemplate this act with death staring him in the face from two quarters.

In regard to this theory of casting away a vessel much has passed between English ship owners and underwriters, the latter holding that owners overvalue their vessels for suspicious purposes. It is true, as the Steamship says: "The underwriter occupies the position of an ordinary business man. His capital is invested in his calling, his interest lies in conducting his business affairs with method and punctuality, with foresight and prudence, and without these qualifications he can not expect to succeed. It is maintained that the duty of the underwriters should lie in making inquiries as to the character of the vessel insured, the officers and the owner and the whole of the circumstances connected therewith." That is a contention which bears the light of reason and is followed to a great extent in this country. Therefore, if a man insures his ship for what it is really worth to him, he should not be subject to suspicion, and should be able, without trouble or litigation, to secure the sum for which it was insured.

THE executive council of the National Board of Trade, recently in session in Chicago, considered very fully the question of reciprocity with Canada, which the National Board of Trade has virtually committed itself to favor. A resolution, which was adopted at the last session of the National Board, was also considered. A committee of the New York Maritime Exchange, composed of some who are in favor of free ships and some who are not, have formulated a plan whereby Congress could be made acquainted with the views of business men on the subject. On May 13 next this plan will be sent out all over the country. The idea of the exchange was that if American shipping was to be revived, by subsidy or no subsidy, the government must come to the aid of maritime commerce. Congress would be asked to allow 30 cents a ton for each 1,000 miles traveled. The estimated tonnage of the United States was 1,200,000, and at this rate $4,000,000 would be required from the government as mileage to be divided among all craft, steam and sail. It was held by the board that commerce was now disappearing. Eastern shipyards were closing and iron shipyards were not doing the best of business. In the east doubt has been entertained as to whether the western people approved of this reviving of commerce, but it had been found that they were a patriotic as those of the east. The west would take pride in having the flag honored abroad, as it would be conducive to trade with all sections of America.

IN order to sustain the late (manipulated) rumors that the war cloud has blown over, the English government continues to send out large orders for war stores of all kinds, and the admiralty continues to survey additional steamers with the view of either chartering or buying them; and Russia is making every effort to strengthen her war footing. Truly the breadstuffs speculator is a power in the land.

THE CLEVELAND MARINE RECORD is determined to maintain its pre-eminence as a marine journal. Its last issue is brimful of news from every lake port of consequence and necessitated the enlargement of the paper and addition of a supplement as well. —*Port Arthur Daily Sentinel.*

IT is considered that, in many respects, the bushing is the life of pully blocks, and that these blocks have been about the only articles required to do heavy and rapid work without the use of lubricants. Until recently but very few bushed pulleys have been made of other materials than cast iron, and run dry. This has led the Penfield Block Co. to produce patent self lubricating phosphor bronze bushings, which promise to fill the bill and be O K in every respect. When anti-friction roller-bushed sheaves are wanted for halliards and other uses we recommend the patent all steel roller bushings manufactured by the Penfield Block Co., Lockport, New York, as they cost no more than the old style brass.

CODE OF SIGNALS.

In order that the code of signals for the Eighth and Ninth districts may be impressed on the minds of masters, pilots and engineers we reprint the circular, as follows:

Under the provisions of section 4405, Revised Statutes of the United States, the rule or code of signals published below have all the force of law, and a violation thereof would subject the party offending to the penalties provided in section 4499 and 4500 of the Revised Statutes of the United States. It is advised that a copy of this circular be kept posted in the engine room and pilot house of each steamer navigating the waters to which the rule applies. Copies will be supplied by the inspectors of the local districts, namely, at Detroit, Mich.; Chicago, Ill.; Milwaukee, Wis.; Port Huron, Grand Havan, and Marquette, Mich.; Buffalo, N. Y.; Cleveland, O., Oswego, N. Y., and Burlington, Vt.

1 Whistle or Bell.....Go ahead.
1 Whistle or Bell.....Stop.
2 Whistles or Bells.....Back.
3 Whistles or Bells.....Check.
1 Long Whistle or 4 Bells.....Strong.
1 Long Whistle or 4 Bells.....All right.

2 whistles or 2 bells, when the engine is working ahead, will always be a signal to stop and back strong.

JAS. A. DUMONT.
Supervising Inspector-General.

FIRST ARRIVAL OF THE SEASON—DESCRIPTION OF A FINE TUG.

A large number of people were called to the river front yesterday afternoon by the sound of a heavy, base-toned whistle, which was found to belong to the new iron tug, Record, built by the Globe Shipbuilding Co., and named in honor of the prominent marine journal of Cleveland, Ohio. The Record left Cleveland Monday morning at 3 a. m., with the schooner Lafrinier in tow, loaded with coal, bound for Detroit, which port was reached at 10 o'clock Tuesday morning. The barges Wolverine and Wyoming were taken in tow, and pulling out at 4 p. m., they reached Port Huron at 5:30 a. m. on Wednesday. Leaving Port Huron at 9:30 a. m. they arrived at the lighthouse, Bay City, at 8:35 a. m. yesterday, which is remarkable time, considering that a delay of four hours was had with heavy fields of ice that were encountered off Sand Beach and Port Austin. This fine craft is 78 feet over all, 17 feet beam and 13 feet hold, has two water tight bulk heads forward and aft, and is all iron, cabin included. Her boiler is of Otis steel, 14 feet long and 7 feet 6 inch shell, carrying 120 pounds of steam, working an improved, cut-off, Globe engine 20x20, turning a 6-foot, 9-inch wheel. She carries a crew of nine men and is officered as follows: Captain, W. A. Bates; mate, John Pringle; chief engineer, C. N. Allbee; second engineer, W. F. Cody. The Herald marine reporter had the pleasure of riding from Bay City on the new boat yesterday, and the trip was made in one hour, working under a check. We believe the new boat will be worthy of her name, and make a good Record.—*Saginaw Herald, May 1.*

NAVIGATION, in the general sense of the term, is considered as open when there is an unobstructed thoroughfare between Buffalo and all points westward. The respective routes leading to Lake Michigan, Lake Superior and the terminus of Lake Erie are delayed beyond all others. The month of April usually finds the Straits of Mackinaw clear, as well as the Sault river. During the year 1801 Buffalo was iceb ound until June 1st, and in 1811 until June 4. The winter of 1845 was in a manner free to boats until the commencement of business in the following spring. The steamer, United States, H. Whitaker, master, performed one trip during each month, which is the only instance of the kind on record, presumably for the reason that the experiment was never attempted. The following schedule presents the opening and closing of navigation as appears from the records for the last eleven years:

1873. Opened April 28; closed December 3.
1874. Opened April 18; closed December 28.
1875. Opened May 12; closed December 1.
1876. Opened May 6; closed December 11.
1877. Opened April 17; closed December 31.
1878. Opened March 13; closed December 31.
1879. Opened April 24; closed December 20.
1880. Opened April 5; closed December 3.
1881. Opened May 3; closed December 31.
1882. Opened March 26; closed December 7.
1883. Opened April 25; closed December 30.
1884 Opened April 24; closed December 16.
1885. Opened May 5.

ALPENA.

The steambarge S. J. Macy, which passed down through the Straits, on the 5th, the first to get through down, went ashore in a fog later at Blue Point, three miles above Presque Isle light. She was laden with 32,000 bushels of corn, from Chicago to Sarnia. The propeller Atlantic failed in an attempt to release her. She is making but little water, and although lying on a rock bottom, can be released without much damage. They have already jettisoned 3,000 bushels, and if the wind remains in its present direction she will lie easy. Tugs have been telegraphed for at Detroit.

TOLEDO.

Special to the Marine Record.

May 6—Propellers John C. Gault and Russell Sage arrived back from Buffalo last night, being the first boats to make a round trip this season between Toledo and Buffalo.

The barge Shawnee arrived from Cleveland yesterday afternoon and is at Columbus dock loading coal for Milwaukee at 65c.

The propeller Iron Chief and barge Iron State are at Ohio Central dock loading coal for Milwaukee at 65c.

The schooner R. Hallaran, St. Peter and E. R. Williams left for Buffalo this morning, and the schooner E. J. Vickery and F. D. Barker for the canal.

The tug A. W. Colton took the barges Emeu and Brooklyn to Port Huron, both coal loaded Saturday. The barge Dolly Varden is at the Ohio Central dock loading coal for Tubermory, Georgian Bay.

The steam yacht J. K. Secor is having a new hurricane deck put on her for the Escanaba business. She expects to run to Maple Grove this season.

S. H. Keeler has sold a half interest in the schooner C. B. Benson to Albert Hitchcock, Port Clinton. Consideration $3,000.

The schooner S. P. Sheldon is at the Columbus dock loaded with 40,000 bushels of wheat for Buffalo; she will get away the latter part of the week. S.

ERIE.

The steamer Sparta, with the Sumatra in tow arrived. The Sparta has a feed water purifier attached to her boiler. This purifier is a recent patent of Messrs. Mead & Thomson of Cleveland and was made by the Globe Iron Works. It promises to give good satisfaction.

Captain Dobbins, superintendent of this life saving district, was here on the 1st inst. inspecting the station, and swore in under the superintendency of Captain Clarke surfmen as follows: Adam P. Johnson, William Jones, M. Cribbins, George Twohig, M. Bowman, Peter Joint and Henry Barnhart. The Erie crew has a stretch of dangerous coast in a storm, but will have their labors lightened by the reinstatement of the land light at this port.

CHEBOYGAN.

The City of Alpena, the first up boat, arrived May 1 and met but little ice from Alpena here. She made Mackinac and St. Ignace without trouble and passed down this afternoon. Steamers coming through will encounter vast fields of ice in the vicinity of Waugoshance, miles in extent.

The small propeller Van Raalte, from this port, takes the broom this year for being the first boat through the Straits. She left here Sunday and arriving at Harbor Springs this morning. A three masted steambarge, black hull, passed down this morning grain laden; weather too thick to ascertain her name.

The sailing fleet will probably get through the straits without meeting much ice. The propeller St. Marie came down in the Messenger's wake last night, as the latter was opening a channel to the Sault. Mr. Temple reports ice for miles in extent in White Fish Bay, and impossible for boats to get to Lake Superior at present.

NEW COAL DOCK,
350 FEET LONG,
FOOT OF RIVARD STREET.
Boats Coaled Day and Night
With Hocking Valley, Cambridge & Massillon Lump Coal.
PRICES ALWAYS AS LOW AS THE LOWEST.
Prompt Dispatch at all Times.
Look out for my Sign and be sure you are at the right Dock.
O. W. SHIPMAN,
Cor. Griswold and Larned Sts., Detroit.

LOUIS B. PRESLEY. GEO. G. ARTHUR. THOMAS AXWORTHY
PRESLEY, ARTHUR & CO.,
MINERS AND SHIPPERS OF COAL.
Coaling Steamboats & Tugs Day and Night a Specialty.
DEALERS IN LACKAWANNA ANTHRACITE COAL.
Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier.
OFFICE 130 RIVER-ST., CLEVELAND, OHIO.

DETROIT.

Special to the Marine Record.

May 5.—The steamer Flora, Captain W. E. Comer, arrived, down, yesterday (Monday) from the Straits, en route to Toledo. She left that point on Saturday evening, calling at all the way landings. Her reports regarding the opening of the Straits vary materially from the dispatches daily received. In short the latter are so unreliable as to be scarcely worth the reading. Captain Comer stated that he had it from reliable authority that above, and for some distance below Waugoschance, the ice was firm and of good thickness, immovable by the winds, and that there would be no passage through, either by steam or sail before the 10th, and it was very doubtful if as soon. Notwithstanding we are advised that the schooner R. B. Hayes and other craft are en route, to force their way through.

The new barge Putman has been brought to Detroit, and is receiving her fitout from J. P. Donaldson & Co., including a Providence windlass from the American Ship Windlass Company. She looks well as do all vessels built by R. W. Lynn at Gibraltar.

Captain Grummond's Mackinac line of steamers are now making their trips on regular time, having all the freight they can carry, with a liberal patronage of passengers.

The steamer Atlantic on Saturday last had all the freight she could carry. Both she and her consort, the Flora, have undergone great improvements, with accommodations unsurpassed.

O'Neil & Armaum, who report the vessel passages at Detroit this season, have already commenced operations, making their head quarters at Captain Mills' tug office. They will be on hand to deliver to passing steamers or vessels, letters, parcels, and newspapers, including the MARINE RECORD. They are young men of pluck and understand their business.

The schooners N. C. West and A. H. Moss were yesterday discharging coal at Windsor.

The owners here of the steamers John Pridgeon, Jr., and Osceola, were advised yesterday of their safe arrival on Sunday at Buffalo, with wheat from Toledo.

The steambarge Mackinaw, already overhauled, is being painted, at the foot of Bates street, and will be sailed this season by Captain Alexander Ratteray, a sailor of ripe experience on the lakes.

The iron steamer Ivanhoe, of 282 tons burden, is being fitted out to ply this season between St. Ignace and Manistique, calling at way landings, and will be commanded by Captain Tucker, who is a good pilot in those waters as elsewhere. This steamer was comparatively idle nearly all last season, and from the time she came out has brought in but few sheckels for her owners. She was built in 1869, at Buffalo, by David Bell, and for a time plied on Lake Superior, to and from Hancock, but her speed not being commensurate with the wants of the traffic, she was removed, prior to which she was damaged by fire to the extent of nearly her entire valuation. She has frequently changed hands, and it is hoped will be more fortunate in the route she has taken.

The steambarge J. P. Donaldson, with barges Brightie and L. M. Mason in tow, passed down yesterday, lumber laden, for Lake Huron; encountered heavy ice between Point au Barque and Lexington, but was enabled to get through without damage. The ice in this part of Lake Huron, it may be stated, is a greater detriment to navigation than at any other point. The ice is of good thickness, and in large fields, requiring the exercise of great caution of craft during the hours of darkness.

Nearly all the craft wanting freights at this point, as soon as ready, strike out for Toledo, where 2c. are given thence to Buffalo. The charters that have been made here for the same point are at like rates.

The schooner Thomas P. Sheldon, which wintered and was overhauled here, was towed to Toledo for her first cargo.

The scow Mona was chartered to carry block stone from Caseville to Detroit at $1 per ton.

The schooner Hoboken is loading wheat for Oswego. The Camanche and A. Boody are also loading grain at this port; the barge Brooklyn, with coal for Sarnia, and the Emeu with coal for Port Huron. Both from Toledo were taken directly through by the tug Coulton.

The propeller City of Concord has a season's charter to carry salt from points on Lake Huron to ports west of Cleveland.

The propeller Nashua takes corn to Ogdensburgh, loading at Toledo.

There are a number of captains at this port without a command, who have never, during all their sailing, been out of situations, and without a blemish on their record, begin to feel disconsolate why this is thus. There are others of whom it is otherwise, the parent of their own misfortunes. Some of these instances are brought about by a change of ownership, and thus there is no blame, yet it seems a very difficult task with many masters to retrograde, in other words, to take a step back from whence they came.

Seamen's wages have been fixed at $2 per day. Sailors are plenty for all demands.

The steamer Oconto completed her fitout on Saturday, and is now in readiness for business, having had her cabins newly furnished. She will ply between Detroit and Port Crescent, with G. W. McGregor as master, and R. Vanslyke as steward and clerk.

The schooner E. W. Rathbun is chartered to take a cargo of coal from Sandusky to Goderich at $1 per ton, the best charter of the season thus far. She is a Canada craft, of 200 tons, and it is presumable that there are no more such berries on the bush.

All of Captain Grummond's tugs have passed inspection that will be in service this season, and are painted up as bright as new dollars.

Captains Phineas Kenyon, W. B. Morley, J. Cornwell, S. Woodworth, and Alex Ratteray were passengers by the steamer Idlewild yesterday, from their homes on the river St. Clair. This steamer is meeting with good patronage; her officers are gentlemanly and the accommodations all that could be desired.

A new cylinder has been shipped from here to Sarnia for the steamer United Empire. Her engines have been remodeled, and she is expected to make a start for Lake Superior Canada ports on Friday next.

From reports received from Superintendent Spaulding it is thought there will be an open passage by the 10th if favorable weather continues.

The Grummond Mackinac line of steamers have a handsome time card, which is being widely circulated. As a matter of reference it will be valuable to the traveling public as well as to business men generally.

The vessels passing Detroit are daily becoming more numerous. As navigation advances there will be a large list exhibited.

The government lighthouse steamer Dahlia is ready for her departure to the Straits, to place the buoys in that locality, as soon as that thoroughfare is unobstructed by ice. The lighthouse tender Warrington, Captain Scott, is also being fitted out.

The steambarge Araxes, with her consorts, have been chartered to carry lumber from Menominee to Tonawanda, at 25c. above rates paid from Bay City. The Araxes will be commanded by Captain Lyman Clark.

The new barge Putman, recently launched at Gibraltar, has her spars in and rigging fitted. She will be towed by the steambarge Germania, trading between Saginaw and Toledo in the lumber trade. She will probably leave here to-morrow (Wednesday.)

With regard to the steamers Averill, Haskell, and Frost, which plied between Chicago and Ogdensburgh, no definite arrangements have yet been made, although it has been stated otherwise. Mr. McVittie, manager of the Detroit Drydock Company, has the matter under consideration.

A telegram was received here to-day, saying that the propeller S. J. Macy was ashore four miles above Presque Isle light, Lake Huron. The tug Winslow, with a full outfit, has gone to release her.

HALL.

EAST SAGINAW.

Special to the Marine Record

The schooner General Weaver, gravel laden, was the first craft of the season, to bring in a load from outside.

The hull of the old stern wheeler Sportsman has been purchased by parties in this city. It has been hauled out and calked, and will receive the machinery of the dismantled steamer Mary Hess.

The barge Star of the North commenced loading lumber at Estabrook's mill this morning for Cleveland.

The New Idea yacht, that was fully described in last week's MARINE RECORD, is to be launched on Saturday.

The tug Nat Stickney had her fantail smashed in the other day by coming in contact with a dump scow rather unexpectedly.

The M line barges Cahoon, Bliss, Corning, Bell and Son-mith were all supplied with new tow lines this week. The three former are at this port. The others are at Port Huron.

Freights from the Valley are as follows: Bay City to Buffalo, $2.00; Bay City to Ohio, $1.50; East Saginaw to Buffalo, $2.12½; East Saginaw, to Ohio, $1.62½.

In expectation of a large fleet of barges arriving in the river yesterday, the "dockwollopers" concluded to strike for a rise in wages from 25 cents per hour to 40 cents, and a large sign was tacked up on a telegraph pole, reading: "Wages, 40 cents per hour or no go." About two hundred men were on and about the Genesee avenue bridge, watching the barges pass up the river, and waiting until the captains should come after a crew; but the captains refused to pay the advance, and some telephoned to Bay City for crews. The Black line captains had orders to pay only 30 cents, or 18 cents per thousand to jobbers, and finally all went to work at 30 cents an hour. The vesselmen say they cannot pay the advance at the present freight rates. The strike was of short duration.

The barge Sylvia Morton has been sold to Sandusky parties. Terms private.

John Parish is acting as mate on the barge Richard Martin for the present.

The barge Mary Birckhead will tow with the propeller Tempest between this city and Toledo.

The schooner Golden Harvest has received a new tow post, new deck beams and stanchions since fitting out.

The barge Vanuatta is at this port, having the mud scrubbed off from her, she having been sunk at Bay City since last fall.

Captain John Devaney, who sailed the tug Edwin Eddy last season, has gone into partnership with Albert Eggert, the engineer, and chartered the tug Willie Brown from T. H. McGraw for the season. The Brown is now in Mitts & Merrill's slings. Her shaft has been taken out and straightened, a new rudder post put in, and a new stern bearing put on.

The propeller P. Chamberlain and tow left the river last night for Buffalo.

SHAW.

FRANKFORT.

Special to the Marine Record

The schooner C. Amsden came in from Chicago on 26th, being the first sail arrival of the spring; on 28th the Joseph Duval arrived and the scow Mishicott put in her appearance on 29th with a full cargo of flour, feed and hay.

Point Betsy life saving station, with Captain Thos. E. Mathews as keeper, resumed active duty May 1st. The following are surfmen: Leonard Rohr, Robert Emery, Christ Kerwant, Andrew Larson, Christ Thompson, Walter Ross, Christ Jacobson.

On 27th of April a heavy snow storm prevailed.

Point Betsy light was again lit up 28th.

Vessels arriving in Frankfort harbor must hug closs to south pier; there water is from 13 to 14 feet clear; inside toward the center and northward there is only 10 feet of water.

The following sail craft have cleared the past week. Schooners Amsden, lumber, Chicago; Joseph Duval, lumber, Racine; Wescott, wood, Milwaukee; Mishicott, wood, Milwaukee. BURMEISTER.

MILWAUKEE.

Special to the Marine Record.

Notwithstanding the Straits are open the cold weather continues to abide with us as though it never would let go its grip. However, the 4th of July is our next holiday, let it be cold weather or warm.

The necessary timber is being secured at Bailey's harbor to raise and release the schooner Gipsy, ashore near Cana island. It is believed that she can be released without much difficulty. A recent examination shows her to be in good shape. She is owned by Chipman & Raesser, of this port.

Captain Kirtland arrived here from Cheboygan on the 27th, to fit out the wrecking tug Leviathan. She will be ready in the course of a few days to proceed to Cheboygan, where she will be stationed this season, fully equipped with steam pumps, hawsers, etc., to assist any vessels in distress.

Repairs on the propeller F. & P. M. No. 1, are being completed at the Milwaukee Shipyard Company's yard, and she will shortly take her place in the line, which was filled by the Gould. Her contract having expired, the Gould left for Chicago on the 28th, to be in readiness to resume her position in the L. M. & L. S. Transportation Company's line.

Union wages have been fixed at $2 for sail vessels, and $1.75 for barges.

A Schneider has sold to Theodore Plathner three-eighths of the schooner M. L. Collins for $3,000. The Collins is 231 tons burden, was built at Toledo by Jamison in 1854, rebuilt in 1856, and extensively repaired last year.

The propeller Cuba and schooners Donaldson and H. M. Scove cleared for Buffalo on the 4th. The propeller C. J. Macy is laying for the first passage through the Straits. She passed Frankfort at 9 o'clock a. m., on the 4th. The schooner R. B. Hayes, if she encounters no ice, will also be in the Straits about the same time. The steamer Welcome left Green Bay for Escanaba, the first boat of the season for that port.

G. Q.

CHICAGO.

Special to the Marine Record.

The Escanaba & Lake Michigan Transportation Company's steam barges are officered as follows: Escanaba, Captain John Q Owen; engineer, Chas. Calder. Inter Ocean, Captain Geo. E. Merritt; engineer, Jas. Patterson. Argonaut, Captain R. W. Haeys; engineer, John Smethard. Rhoda Emily, Captain Jas. W. Brion; engineer, Jos. McLary. Minnie M., Captain Pitman; engineer, Tom Rees.

The steambarge Minnie M., light, went hard on a shoal at Mud lake, opposite the West Side water works, Thursday night. Three of the Union tugs pulled her off on Friday. It is quite time some dredging was done in that vicinity.

Captain D. C. Nelson is sailing the schooner John Miner this season, and Captain John Higgie, who formerly sailed her, is now on the schooner City of Chicago.

Captain John Stuffelbeam is commanding the steambarge Mary Groh.

The schooner Arendal, with lumber from Manistee, arrived on Monday, on her first trip to this port this season. Captain Jas. Anker is sailing her, Captain Peter Hansen, who formerly sailed her, having taken command of the steambarge Maggie Marshall.

Captain James Johnson is sailing the schooner Henry Cowles, now hailing from White Lake, which he purchased from South Haven parties this spring.

Captain F. G. Packard left Chicago for Buffalo Saturday to fill the appointment of first mate again on the propeller R. A. Packer.

The schooner Maria Martin left this port for Milwaukee on Saturday afternoon, in tow of the tug Chicago. She is chartered to load grain at Milwaukee. The propeller H. E. Packer departed for Milwaukee on Sunday, to load grain.

Captain W. F. Mitchell arrived on his new purchase, the schooner City of Sheboygan, Saturday night, with a load of cord wood from Jackson Port.

The schooner R. Kanters, Captain B. Vanry, arrived on Saturday, with lumber from Manistee, on her first trip this season. She has had new bulwarks all around, new quick work and a new quarter deck. She looks much improved.

The Marinette Barge Line Company's fine tug J. C. Perrett, Captain Thos. Chron, went down the river Monday morning, looking very gay, and took her departure for Menominee and Marinette, with the company's barges Mary E. Perew, H. Witbeck, E. T. Judd, E. S. Robinson and Menominee.

The propeller Columbia, Captain J. D. Peterson, and her tow the Comrade, Captain L. H. Wilcox, are ready for work, and will start this week for Buffalo, with 125,000 bushels of corn.

Captain Hogg arrived on Saturday and took command of the Anchor line propeller Lehigh. She will load this week with corn for Buffalo, as will also the schooner Schuylkill, Captain Geo. Blair. The schooners Annie Sherwood and Allegheny took on loads of corn for Buffalo on Saturday.

The propeller Lawrence, Captain Thorpe left for Cheboygan, Saturday night. She may possibly be the first boat through the Straits. The propeller S. J. Macy, laden with corn for Sarnia, left on Sunday morning, and may get ahead of the Lawrence, as the latter will call at several intermediate ports.

The schooner C. C. Barnes, grain laden, left this port for Buffalo on Sunday night. She was the first sail vessel to leave for that port. The schooner Emily B. Maxwell, laden with wheat for Kingston, left on Monday morning. A large fleet of grain laden vessels are only waiting for good news from the Straits before they make a start.

Paul Pouliot, boat builder, furnished the schooners Belle Walbridge, Alice B. Norris, and Roeder with new yawl boats last week.

The schooner Pensaukee was chartered on Friday with 38,000 bushels of corn for Kingston, at 5¼ cents.

There were sixty-five patients in the Marine hospital on the 1st of May.

Captain Henry Muhlenberg arrived here on Friday, on his new command, the schooner Charlotte Raab, lumber laden from Ludington.

The Peshtigo Company's fine tug Boscobel left for Peshtigo on Monday, on her first trip of the season, with the barges Active and Peshtigo in tow.

The propeller Chauncy Hurlbut was chartered on Monday, for Buffalo with corn at 2¾ cents.

Lumber freights have not improved any since last week.

Captain Ira H. Owen received a letter on Tuesday, dated from Escanaba on the 4th from H. O. Barr, of the C. & N. W. R. Co., stating that the ice was out of Escanaba Bay, and that vessels could come to the docks to load ore.

At Miller Brothers' Drydock the steam barge Annie Laura, received a new piece of plank in her bow to repair the damage she sustained from the ice when crossing over Lake Michigan on her first trip. The schooner Archie got some calking. The cutter yacht Verve for cleaning her bottom, and painting, and some repairs. She also got a new bowsprit. The D. L. Babcock is having her holding down bolts fixed. The tug Chas. Halliday for some calking. The propellor D. C. Whitney is having her decks calked. The tugs Protection and E. P. Ferry, new coal bunkers. The following vessels were getting necessary repairs: Barge Schuylkill, propellers Lehigh, Columbia, Champlain, Lawrence, Boscobel, J. R. Seymour, W. L. Frost, Calumet, Chauncey Hulburt, Jesse H. Farwell, Averill, schooners Homer, Lincoln Dall, North Cape, Geo. Dowseman, J. B. Merrill, E. R. Blake, barges Peshtigo, Active, Alert, York State, and Brunette. The schooner Halsted a new fore gaff, schooner Michigan a new jibboom, and the barge Alert a new foreboom.

At the Chicago Drydocks Company the propeller Jay Gould was in drydock, getting a thorough recalking all over, including her promenade deck, new canvas on houses and a general overhaul, some plank in her bottom, and iron plating fastened on. The propellers New York, Rochester, H. J. Jewett, Arabia, and Chicago, and the schooners Maumee Valley, Melvina, American Union, and A. A. Carpenter got necessary repairs and calking. The schooner Golden Fleece is getting a new bowsprit.

Larsen Brothers, yacht and boat builders, have just completed the hull of a steam yacht, 33 feet over all, 7 feet 8 inches beam, 3 feet 3 inches depth of hold, for C. P. Willard & Co., Chicago. They are building a steam yacht, 50 feet over all, 10 feet beam, 4 feet 6 inches deep. Her keel, stem and stern post and frames are up. They will be taken apart and, with the oak lumber for planking, be shipped to Idaho, and Charles Larsen, one of the firm, will proceed thither and put her together on the banks of the Kootenay river, for C. P. Willard & Co., also. They are building a steam yacht, 40 feet over all, 7 feet 6 inches beam, 4 feet hold, for I. C. Zealand, of Chicago. They have built a sloop yacht, 25 feet over all, 7 feet beam, 3 feet hold, for Mr. Reed, of Chicago, and one for themselves, 22 feet long, 7 feet beam, 2 feet 2 inches in hold. They have lengthened the fantail of Captain William Winter's steam yacht Ida, about 3 feet, which greatly improves her appearance. Jacob Larsen, one of the firm, will return to Chicago next week from Marmont, Indiana, where he has been building a 60 feet long side wheel steamer. WILLIAMS.

CAPE VINCENT.

Special to the Marine Record.

The steamer Pierrepont was the first boat from Kingston here.

The ice in the river is all afloat and going with the wind, making navigation open in this section.

It is understood that arrangements have been made for a side wheel boat to run between Picton, Ont., and this place three times a week with passengers and freight.

The following from the Ogdensburg Journal goes to show we are again to see the fine steamers Haskell, Averill and Frost this season: "From present indications the Ogdensburg and Chicago line of boats, to run in connection with the O. & L. C. R. R., will only consist of the steamers Frost, Haskell, and Averill. Negotiations have been pending between the company and owners of other boats, but owing to the exorbitant rates asked, it is not deemed advisable to charter any more tonnage. Should the vessel owners lower their rates, however, it is possible more boats will be chartered." The Frost and the Averill have been fitted out at Chicago. Captain Shay will command the former boat and Captain Bailey the latter. The Haskell, which has been laid up in this port, will be taken to Detroit Drydock for repairs as soon as navigation opens. She will be commanded by Captain Harvey Howard. J. H. H.

MARINE CITY.

Captain Morley's new propeller at Marine City, christened the New Orleans, just after Captain Morley returned from the South, is reported to be a handsomely appointed craft, in keeping with her model construction, mention of which has heretofore been made. She is a double decker, 250 feet in length, 38 feet beam, 22 feet in depth, and over 2,000 tons capacity; very strongly constructed, being diagonally strapped with iron; has a large cabin aft, state rooms, two guest chambers, neatly furnished sitting room, kitchen, pantry, and dining room. Captain Jos. P. Cottrell will be her commander.

Captain James Leitch, who commanded vessels on the lakes for a period of forty years, died at his home in Marine City, April 23. He was the principal owner of the steambarges Abercorn and Cowie, and of a number of other vessels also.

PORT HURON.

Dunford & Alverson's new boat, recently described in the MARINE RECORD, will be commanded by Captain David Matterson, of Marine City, with George McElroy as mate.

The propeller Atlantic arrived from Detroit on Monday, and after taking on a number of passengers and a large quantity of freight proceeded up the lake.

Business is fairly booming at Dunford & Alverson's drydock. At the present time nine boats have just been repaired by them. These are the E. C. Roberts, City of the Straits, George Wesley, Oscoda, Buckeye State, and the ferry Beckwith, in or close to the drydock, while farther down the river men were at work on the steambarge C. H. Green and the barges Rosa Sonsmith and Mattie C. Bell. These latter boats belong to L. P. Mason, of East Saginaw.

Things are also brisk at the Wolverine drydock. The Ogemaw is receiving a general overhauling, the barge Emma S Coyne is being rebuilt, and the barges Concord and Charley Crawford are undergoing extensive repairs. The Hattie Wells has been thoroughly rebuilt. She was cut in two, stretched out and 30 feet additional inserted, being made as good as new, and of greatly increased carrying capacity.

As soon as these jobs are completed four or five more boats will take their places. At both docks the season is reported as a good one, and the volume of business fully up to the average.—*Commercial.*

The steambarge Curtiss, bound up, broke her wheel in the ice off Huronia beach. She came back here for repairs. The steambarge Tempest took her tow to Saginaw.

REPLY TO AN OBJECTION.

To the Editor of the Marine Record:

It appears that the editor of the Mechanical Engineer is not altogether pleased with my comments on the propeller wheel, and that he does not want me to use his paper as an anvil on which to "forge my ideas."

Perhaps my ideas are heretical to him. Now, if he will take the trouble to look at the head of the page on which this heresy is printed, he will see that the MARINE RECORD, and not the Mechanical Engineer is the name of the "anvil" on which said objectionable "forging" was done. So that he nor his paper is in any way responsible for, or injured by the "forging of my ideas."

It would appear that it has barely dawned upon him, that the position I have assumed with regard to the few points enumerated is different from that of the best modern English and American marine engine builders, without his seeing that these points were challenged and discussed for the purpose of showing their fallacy.

Judging from indications, if I were seeking an "anvil," upon which to forge my ideas, I should look for one of a better temper, and of broader face than that of the Mechanical Engineer. H. C. P.

NEW BILGE WATER EJECTOR.

Special to the Marine Record.

MILWAUKEE, May 4.

The steambarge Hilton made two trips around the bay yesterday to test a bilge-water ejector, invented by a Milwaukean. The invention is automatic, and it is claimed will do the same service as the bilge pumps, and that it will also be an advantage to a leaking vessel. It consists of a cone-shaped frustum with a 9-inch mouth, and a 2-inch discharge. The frustum is placed on the side of the vessel close to the stern and under water, with the discharge end towards the stern. Leading through the frustum is a 1¼-inch pipe which extends to within a few inches of the discharge, the pipe entering the hold through the side of the craft. The ejector is intended to work only while under way, and the greater the velocity the larger the discharge, the motion of the boat creates a current and the lake water entering through the frustum on the outside of the pipe, and passing through the small discharge, creates a great suction which draws the water from the hold through the pipe and discharges it through the frustum; valves prevent any back action. The above was the size of the ejector used with 45 feet of hose, but the ejectors will be regulated according to the size of the vessel, with but 20 feet or less of pipe. On the first trial of the Hilton, her sea-cocks were opened but they were too much for the ejector, the water obtaining a depth of 3 feet in her hold and she came into the harbor. With about seventy-five marine men on board, another and more successful test was made; a 1½-inch hose was attached to the Hilton's pump and water pumped into the hold, but not in sufficient quantity to cope with the suction, and the hold was kept free of water. One of the party endeavored to ascertain if there was any suction, and placed his hand over the mouth of the pipe in the hold, and it was with difficulty that he was able to remove it, in consequence he had a considerably swollen hand. Farther tests will be made on other Milwaukee vessels in a few days. Q

A quarter interest in the schooner Nevada has been sold to Captain F. A. Pritchard by Captain Martin for $1,875.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XV.

Prominently associated with lake navigation, immediately after the war of 1812, were Captains Chesley Blake and David Wilkeson, both of whom were with Commodore Perry in his great victory of September 10, 1813 on Lake Erie. After the declaration of peace, in 1815, both turned their attention to sailing the lakes, of which they had considerable experience.

In 1818 we find Captain Blake, whom we will first place in our category of that period, in command of the schooner General Jackson, a vessel of 90 tons burden, and owned in Detroit. She was afterward wrecked, in 1825, near Mackinac, while in command of Captain Merritt. In 1822 Captain Blake sailed the schooner Tiger, during which, it is on record, that while lying anchored off Grand River, in July of that year, the mate and two sailors named Johnson and Roberts endeavored to reach the vessel from shore with the small boat, and when part way distant the two sailors were drowned. The mate saved himself by clinging to the capsized boat, which drifted ashore. The Tiger broke both her anchors during the gale and found refuge at Ashtabula. In 1825 and the three following seasons, Captain Blake sailed the schooner Mariner, a fine vessel in those times, and in July made the quickest round trip between Detroit and Mackinac which had ever been recorded. She had a cargo each way, and made the passage in less than a week.

In 1830 Captain Blake commenced steamboating, and took command of the steamboat Niagara, plying between Buffalo and Detroit, and in 1834 the steamer Delaware, and the steamer Michigan in 1835-6. This latter steamer rivaled all others at that period in construction and accommodations. She was built at Detroit in 1833, had two walking beam engines, and was owned by Oliver Newberry, of that city.

During the year 1837 and a part of 1838 Captain Blake superintended the building of the Illinois at Detroit, and in the fall of the latter year took command and made one round trip between Buffalo and Chicago, returning to Detroit for winter quarters. The Illinois was also owned by Mr. Newberry, was 755 tons burden. She had a low pressure, crosshead engine. The Illinois was Captain Blake's pet until 1848, except in 1842, when he sailed the steamer Nile, which was the last of his lake career.

He was of rough exterior, fearless in command, and regardless of the worst storms. In 1849 he remained on shore. The cholera came on, and here was where his nerve failed him. The howling tempest to him had no terrors, but bodily ailments, which nearly all his life had never overtaken him, brought him too. The cholera was his greatest fear, and he sought every possible way to avoid it. He visited Buffalo, and two days thereafter two cases of the terrible scourge were announced in the papers. He went home to Detroit and then to Mackinaw, where the plague soon arrived, and on July 18 he reached the Sault St. Marie. Here he spent several days in comparative safety and felt himself secure from any farther approaches of the dreaded enemy, but it proved otherwise. Three cases occurred simultaneously at that healthful summer resort, when he again returned to Mackinaw and then took passage on board the steamer St. Louis for Milwaukee, and while on board became a victim of the plague. On arriving at Milwaukee he was so unwell that it was not thought prudent to remove him. The steamer went on to Chicago, and on her return to Milwaukee he was landed and taken to the American House where he soon after died. His son and two daughters were present at his death. His remains were taken to Waukesha, where his daughters resided, and there laid to rest. During his lifetime much had been in print of his eccentric ways, but little, however, was based on facts.

Captain Blake was born in the state of Maine in 1789, and died October 3, 1849, making him just sixty years of age. The steamer Nile, which he last commanded was wrecked at Milwaukee, the same night of his death.

Captain David Wilkeson was born in 1800 and his first visit up the Maumee river was on board the schooner Black Snake, in May, 1815, as a hand. The vessel was about 25 tons burden, commanded by his uncle, Captain Jacob Wilkeson, and owned by his father and said uncle. She had on board immigrants, who embarked at Cleveland, and their destination was the valleys of the rivers Maumee and Raisin. The vessel named made two trips that season from Cleveland.

In 1818 Captain Daniel Hubbell bought a controlling interest in the schooner Pilot, of 27 tons burden, built in Cleveland, and Captain Wilkeson took command of her, sailing her two seasons. She plied between the Maumee and Buffalo, and took as freight, fur, fish, and corn, and brought back passengers, merchandise, salt, and lumber. Captain Wilkeson continued his connection with different vessels in the Maumee river trade until 1828, when he established his home at Perrysburgh. During this period he had sailed successively the schooners, Black Snake, Pilot, Nancy Jane, President, Superior, Guerriere, and Eagle. The Eagle was a schooner of 60 tons burden, built at Port Lawrence (now Toledo), in 1828, at a cost of $3,000. This vessel he continued to sail until May, 1835, when his steamboating career began. During his sailing of the Eagle she paid for herself five times over, clear of all expenses.

In May, 1835, the new high-pressure steamer Commodore Perry, 362 tons burden, came out at Perrysburgh, and Captain Wilkeson took command, in which position he continued until 1845, when the Perry was put aside and her engine placed in a new boat named the Superior, which he sailed until the close of the lake navigation of 1852, which closed his long and honorable marine career on the lakes. He died at Perrysburgh, Ohio, in 1873, aged seventy-three years.

Captain Walter Norton, who, during his latter years, became a popular steamboat man, was among those sailing during the teens prior to 1820. His first command was the schooner Michigan, 132 tons burden, which he sailed until 1823. His first steamer to sail was the Henry Clay, of 348 tons burden, built at Black Rock in 1825. She arrived at Detroit on her first voyage May 8, 1826, with about two hundred passengers, mostly immigrants. In 1834 Captain Norton took command of the General Porter, of 342 tons, where he was a fixture for several years. His last charge was the steamer Michigan, in 1850. He has been many years deceased.

Captain James Rough sailed the schooner General Wayne, of 85 tons, in 1818, and others subsequently. He was an excellent navigator, and popular. His last feat was in piloting the schooner Michigan a short distance, which was sent over Niagara Falls in September, 1829.

Captain John F. Wright sailed the schooner Franklin in 1818, and subsequently went on board of the steamer William Penn, of 275 tons, built at Erie, which came out in 1825, where he was for several years. At a later period he purchased a steamer called the Chicago, plying on Lake Michigan, and brought her to Lake Erie and run her for a while, when he retired from the lakes, and died at Erie somewhere about 1846, aged sixty-five.

Captain Simeon Fox sailed vessels along in the years 1818 and following, and afterward steamers: The schooner Experiment in 1818, and others in their order, and the steamboat Enterprise in 1834. The steambarge Charles Townsend came out in 1837, which he sailed for several years, then the Chautauqua in 1839, after which he retired from the lakes, bought a canal boat and run her for a time on the Erie canal, when he gave up all business in this line, and died at Buffalo in 1843 at the age of sixty-nine.

Captain Cliff Belden, in 1818, commanded the schooner Friend-ship, of Cuyahoga, of 59 tons, and was a conspicuous mariner in those days, and sailed several crafts quite successfully. He commanded the steamer Star, of 128 tons, which came out in 1837, when he retired, and died suddenly at Cleveland in 1858 at the age of seventy-four.

The tug John Evenson is plying about the river moving vessels to and from the elevators and shipyards; that tug has been a blessing to vessels in the Milwaukee trade since she came out; formerly the tugs laid inside the piers, and allowed the vessels to sail almost to the river before going to them. but after she came out they were forced to make excursions of from ten to twenty miles up and down the lake to get their tows. Vessel men should remember this and give an occasional line to the tug that worked this change for them. Right wrongs no man as we all well know. —*Ex.*

AN indignation meeting of Canadian steamboat and vessel owners has been held at Toronto, to protest against the present piratical course of the Canadian Pacific Railroad in its efforts to ruin the lake business of Canadian boats, and they have petitioned the authorities to have the boats running in that interest removed.

The City of Alpena, the first boat through the Straits this season, left Cheboygan for Chicago Friday afternoon.